

# Environmental Impact Assessment Screening Report

For the redevelopment of Dalymount Park,  
Phibsborough, Dublin 7.

on behalf of Dublin City Council.

September 2023



McCutcheon Halley  
CHARTERED PLANNING CONSULTANTS

# Document Control Sheet

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## Contents

1.	Introduction .....	6
1.1	Results of Assessments carried out pursuant to National and European Legislation.....	7
1.2	Evidence of Technical Competence and Experience.....	7
1.3	Extant Permission .....	8
1.4	Summary of Proposed Development .....	8
2.	EIA Screening.....	9
2.1	Schedule 5 of Planning & Development Regulations.....	9
2.2	Sub-threshold EIA .....	11
2.3	Form of decision .....	11
3.	Methodology.....	14
4.	Environmental Sensitivity of Proposed Development Location .....	17
4.1.2	Description of Proposed Development Site & Environs.....	17
4.1.3	Environmental Sensitivity .....	20
5.	Development Description.....	30
5.1	Design Principles.....	30
5.2	Physical characteristics of proposed development .....	32
5.2.1	Development Description.....	32
5.2.2	Access.....	32
5.2.3	Parking .....	32
5.2.4	Landscaping .....	33
5.2.5	Drainage & Water Supply .....	33
5.2.6	Demolition Works.....	34
5.2.7	Use of natural resources .....	35
5.2.8	Production of Wastes .....	35
5.2.9	Pollution and Nuisances .....	35
5.2.10	Risk of Accidents of Disaster .....	36
5.2.11	Risks to Human Health .....	36
5.2.12	Transboundary Impacts .....	37
6.	Cumulation with other Existing &/Or Approved Plans and Projects .....	38
6.1	Plans .....	38
6.2	Projects.....	39
7.	Aspects of Environment Likely to be Affected. ....	44
7.1	Population & Human Health .....	44
7.1.1	Employment.....	45

7.1.2	Amenity in Surrounding Areas.....	45
7.1.3	Visual Amenity Impact.....	46
7.1.4	Noise.....	47
7.1.5	Dust .....	48
7.2	Biodiversity .....	49
7.3	Land & Soil .....	49
7.4	Landscape & Visual Environment .....	49
7.5	Material Assets – Traffic & Transport.....	49
7.6	Water .....	50
7.7	Air & Climate.....	51
7.8	Cultural Heritage - Archaeology.....	52
7.9	Interactions.....	52
7.10	Transfrontier .....	52
8.	Characteristics of Potential Impacts.....	53
9.	Conclusion .....	58

#### Table of Figures:

<b>Figure 1 - Proposed Site Plan (Source: Idom &amp; Gilroy McMahon)</b> .....	9
<b>Figure 2: Zoning map of the proposed development site (Source: DCDP 2022-2028)</b> .....	10
<b>Figure 3: Existing Pedestrian Access (Source: GHD)</b> .....	19
<b>Figure 4 - Phibsborough Surrounding Context (Source: Google Maps, MHP Edit)</b> .....	20
<b>Figure 5 - Surface Water Features (Source: EPA Maps)</b> .....	22
<b>Figure 6 - Flood Risk Mapping (Source: Floodmaps.ie)</b> .....	23
<b>Figure 7 - Noise monitoring locations (Source: ICAN Acoustics)</b> .....	27
<b>Figure 8 - Proposed Ground Floor Site Layout (Source: IDOM &amp; Gilroy McMahon)</b> .....	31
<b>Figure 9 - Plans and Projects proximate to subject Site (Source: Google Maps, MHP Edit)</b> .....	42
<b>Figure 10 - Existing &amp; Proposed Radiation map of amenity areas, showing available sunlight on 21st March (Source: Digital Dimensions)</b> .....	46
<b>Figure 11 - Location of Viewpoints (Source: CSR)</b> .....	47

# 1. Introduction

This Environmental Impact Assessment Screening Report (EIASR) is submitted by McCutcheon Halley Chartered Planning Consultants (MHP) on behalf of Dublin City Council (the Applicant), as part of a Part 8 planning application for the proposed redevelopment of Dalymount Park, Phibsborough, Dublin 7 (the Site).

Environmental Impact Assessment (EIA) requirements derive from EU Directives. The purpose of this Screening Report is to provide supporting information to assist the competent authority, in this instance, Dublin City Council, to determine whether an Environmental Impact Assessment of the proposed development is required under Council Directive 2014/52/EU and transposed into Irish Law by, inter alia, the Planning and Development Act 2000 (as amended).

Proposed development that falls within one of the categories of development specified in Schedule 5 of the Planning and Development Regulations 2001 (as amended) (PDRs), which equals or exceeds, a limit, quantity, or threshold prescribed for that class of development must be accompanied by an Environmental Impact Assessment Report (EIAR).

As is identified in **Section 2** of this report, the proposed development is a sub threshold infrastructure project and this EIA Screening Report has been prepared to satisfy the applicant's obligations under Schedule 7A of the Planning and Development Regulations (PDR) 2001, reproduced below:

1. A description of the proposed development, including in particular: (a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works; (b) a description of the location of the proposed development, with regard to the environmental sensitivity of geographical areas likely to be affected.
2. A description of the aspects of the environment likely to be significantly affected by the proposed development.
3. A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from: (a) the expected residues and emissions and the production of waste, where relevant; (b) the use of natural resources, in particular soil, land, water and biodiversity.
4. The compilation of the information at paragraphs 1 to 3 shall consider, where relevant, the criteria set out in Schedule 7.

The information presented within this report will enable Dublin City Council to determine whether this project would require EIA, having regard to the criteria established in Schedule 7 of the PDR which are grouped under three headings:

- i. Characteristics of Proposed Development;
- ii. Location of Proposed Development; and
- iii. Characteristics of Potential Impacts.

This report is informed by the suite of reports and drawings included with the application together with the following Guidelines:

- Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development, Department of Housing, Local Government and Heritage, 2020.
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, Department of Housing, Planning and Local Government, 2018.
- Environmental Impact Assessment of Projects: Guidance on Screening, European Commission, 2017.
- Guidelines on the information to be contained in Environmental Impact Assessment Reports –Environmental Protection Agency, May 2022.

## 1.1 Results of Assessments carried out pursuant to National and European Legislation

Section 103(1A) of the Planning Regulations 2001 (as amended) states the following:

*Where an applicant is submitting to the planning authority the information specified in Schedule 7A, the information shall be accompanied by any further relevant information on the characteristics of the proposed development and its likely significant effects on the environment, **including, where relevant, information on how the available results of other relevant assessments of the effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact assessment Directive have been taken into account.***

**Appendix 1** sets out the results of the relevant assessments and how these have been taken into account in preparing this screening for EIA.

## 1.2 Evidence of Technical Competence and Experience

This Environmental Impact Assessment (EIA) Screening Report has been prepared by Rachel Condon of MHP. Rachel holds an MA (Hons) in Planning and Sustainable Development obtained from the University College of Cork. Rachel has undertaken numerous environmental screening reports and environmental impacts assessment reports (EIARs) for residential development, including development located at Kilhedge Lane, Lusk, Co. Dublin, Newtownmoyaghy, Kilcock, Co. Meath and City North Business Campus, Stamullen Co. Meath. Rachel has over 8 years of professional experience, working in Australia within both planning authorities and private consultancies and as a planning consultant in Ireland.

This Environmental Impact Assessment (EIA) Screening Report has been reviewed by Paula Galvin of MHP. Paula holds an MSc in Spatial Planning awarded by the Technological University Dublin, a MA in Geography awarded by University College Dublin, a Diploma in EIA & SEA Management awarded by University College Dublin and an Advanced Diploma in Planning and Environmental Law awarded by Kings Inns.

Paula has over 20 years practical experience drafting EIAR chapters, EIA Screening and Scoping Reports and AA Screening Reports for a range of industries including; mixed use development, residential development and renewable energy developments.

### 1.3 Extant Permission

In the northeastern portion of the Site, the Connaught Stand was historically located and this stand has been subject of a separate planning permission (Plan. Ref 3038/21) for demolition which was granted on the 20<sup>th</sup> of August 2021.

The demolition of this stand was also the subject of an EIASR which concluded that:

*“It is considered that the proposed demolition of Connaught Street Stand at Dalymount Park, Phibsborough, Dublin does not need to be subject to Environmental Impact Assessment”.*

It is noted that the demolition of the Connaught Street stand is currently underway. The Construction Management Plan which accompanied the Connaught Street demolition application advised that:

*“Demolition and dismantling will be carried out using a controlled, methodical approach, progressing carefully through each area of works. All works will be carried out in accordance with industry best practice and relevant Codes of Practice / guidelines”.*

### 1.4 Summary of Proposed Development

This application seeks permission for the demolition of the existing Dalymount Park stadium, and construction of a new football stadium with an increased capacity to facilitate a total of 8,034 persons. The development also includes the reorientation of the pitch from the existing east-west orientation to a north-south layout. The stadium will cater for seating of approximately 6,240 patrons and a terrace which will facilitate approx. 1,794 standing patrons. The proposal also includes the construction of a two-storey community facility (585.m) in the north-eastern corner of the Site which includes a multi-purpose room and associated facilities at ground level and a gym on the second level.

**Section 5** provides a description of the development in detail. See **Figure 1** below which provides the proposed Site Plan.



Figure 1 - Proposed Site Plan (Source: Idom & Gilroy McMahon)

## 2. EIA Screening

### 2.1 Schedule 5 of Planning & Development Regulations

Schedule 5 of the Planning and Development Regulations (PDRs) 2001, as amended, includes Part 1 and Part 2.

A proposed development which falls within one of the categories of development specified in Schedule 5, which equals or exceeds, a limit, quantity or threshold prescribed for that class of development must be accompanied by an Environmental Impact Assessment Report (EIAR) and EIA is mandatory.

As part of this screening assessment, MHP have reviewed the project categories under Part 1 and Part 2 to determine if this proposed development satisfies any of the project categories.

The proposed development does not meet a category established in Part 1 of Schedule 5. Having regard to Part 2 of Schedule 5, the proposed development can be considered to correspond to Class 14 development "Works of Demolition", which are:

*"Works of demolition carried out in order to facilitate a project listed in Part 1 or Part 2 of this Schedule where such works would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7."*



The proposed development (the demolition works) is being carried out to secure an area, which will be subject to redevelopment/regeneration works. Therefore, the proposed development can be considered as facilitating future development, being of an “urban development” type as set out under Class 10(b)(iv) of Part 2 of Schedule 5. Based on the criteria provided in Schedule 7, the proposed demolition works do not trigger a requirement for EIA.

The proposed development does fall within the category ‘Infrastructure Project’ set out in Schedule 5, Part 2, (10) (b), which provides that a mandatory EIA must be carried out for:

(10b)

*(iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.*

*(In this paragraph, “business district” means a district within a city or town in which the predominant land use is retail or commercial use.)*

Being located in a built-up area, outside of a business district the appropriate threshold under Class 10(b)(iv) is 10 hectares.

Given the subject site is zoned Z9 ‘Amenity/Open Space’ and Z4 ‘Key Urban Village/Urban Village’. The predominant land use surrounding the subject site is residential, the Site is not located in a business district and is therefore, for the purpose of this screening, within ‘other parts of a built -up area’, as delineated in the zoning map provided at **Figure 2** below.

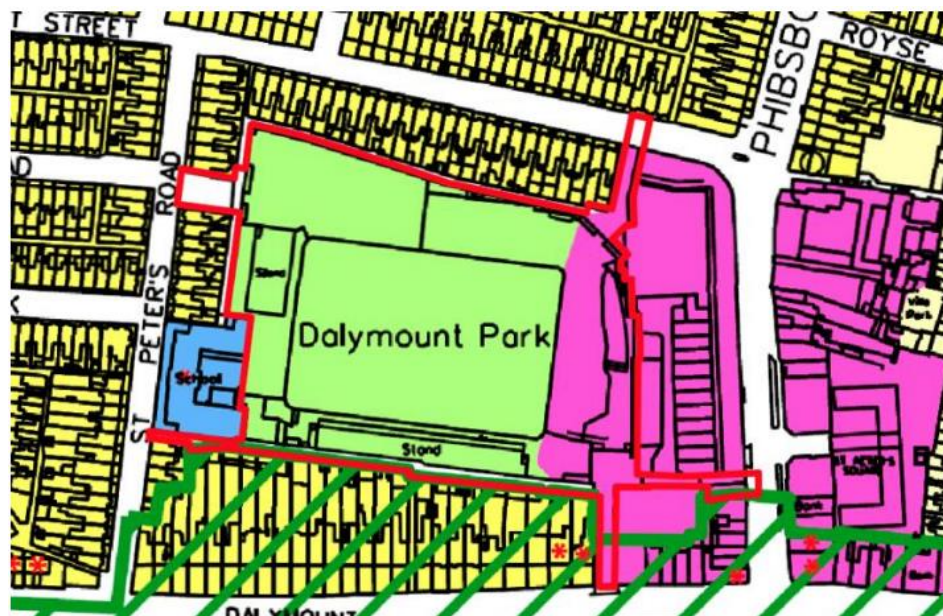


Figure 2: Zoning map of the proposed development site (Source: DCDP 2022-2028)

The proposed development does not meet the relevant thresholds because the Site area of approx. (2.39 ha) is well below the threshold of 10 hectares

and accordingly, the proposed development does not trigger a requirement for mandatory Environmental Impact Assessment.

## 2.2 Sub-threshold EIA

Schedule 5, Part 2, (15) states that any project listed in this Part which does not exceed a quantity, area or other limit specified in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7, would require EIA.

The key issue for the competent authority in the context of the possible need for EIA of sub-threshold projects is whether or not such development is likely to have significant effects on the environment. Consideration of significant effect should not be determined by reference to size only, the nature and location of a project must also be taken into account.

Having regard to the nature of this proposed development and the existing environment it is our professional opinion that a preliminary examination would not be sufficient to rule out likely significant environmental effects and so this report has been prepared.

## 2.3 Form of decision

As stated earlier, it is a matter for Dublin City Council (DCC), as the competent authority, to determine whether the proposed development is likely to have significant effects on the environment such as to require an EIA to be carried out. If DCC's screening determination reaches the conclusion that the proposed development is **not** likely to have significant effects on the environment, the Local Authority's attention is specifically drawn to the requirement that the Council's screening determination must comply with the requirements of Article 103 (1B), (1C), (3) and (3C) of the Planning and Development Regulations, as amended, which provide, in so far as relevant:

*(1B) (a) Where a planning application for sub-threshold development is not accompanied by an EIAR but is accompanied by the information specified in Schedule 7A and sub-article (1A), or where an applicant submits to the planning authority such information pursuant to a requirement issued under sub-article (1)(b)(ii), the planning authority shall carry out an examination of, at the least, the nature, size or location of the development for the purposes of a screening determination.*

*(b) The planning authority shall make a screening determination and—*

*(i) if such determination is that there is no real likelihood of significant effects on the environment arising from the proposed development, it shall determine that an EIA is not required, or*

*(ii) if such determination is that there is a real likelihood of significant effects on the environment arising from the proposed development, it shall—*

*(II) determine that the development would be likely to have such effects, and*

*(II) by notice in writing served on the applicant, require the applicant to submit to the authority an EIA Rand to comply with the requirements of article 105.*

*(1C) (a) Subject to paragraph (b), any conclusion under sub-article(1)(b)(ii) or (iii) on a preliminary examination, or a screening determination under sub-article (1B)(b)(ii), shall be notified by the planning authority to the applicant within 8 weeks of receipt of the information specified in Schedule 7A.*

*(b) Subject to paragraph (c), a planning authority shall not be required to comply with paragraph (a) within the period specified in paragraph (a) where it appears to the planning authority that it would not be possible or appropriate, because of the exceptional circumstances of the proposed development (including in relation to the nature, complexity, location or size of such development) to do so.*

*(c) Where paragraph (b) applies, the planning authority shall, by notice in writing served on the applicant before the expiration of the period referred to in paragraph (a), inform him or her of the reasons why it would not be possible or appropriate to comply with paragraph (a) within that period and shall specify the date before which the authority intends that the conclusion or screening determination concerned, as the case may be, shall be reached or made, as the case may be.*

*(3) A planning authority shall, in making its screening determination under sub-article (1B)(b) whether there is no real likelihood of significant effects on the environment arising from a proposed development or there is a real likelihood of significant effects on the environment arising from a proposed development, have regard to—*

*(i) the criteria set out in Schedule 7,*

*(ii) the information submitted pursuant to Schedule 7A,*

*(iii) the further relevant information, if any, referred to in sub-article (1A)(a) and the description, if any, referred to in sub-article (1A)(b),*

*(iv) the available results, where relevant, of preliminary verifications or assessments of the effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact Assessment Directive, and*

*(v) in respect of a development which would be located on, or in, or have the potential to impact on—*

*..... (I) through (VII)*

*the likely significant effects of the development on such site, area, land, place or feature, as appropriate.*

*(b) The planning authority's screening determination under sub-article (1B)(b) whether there is no real likelihood of significant effects on the environment arising from a proposed development or there is a real likelihood of significant effects on the environment arising from a proposed development, as the case may be, including the main reasons and considerations, with reference to the relevant criteria listed in Schedule 7, on which that determination is based, and any notice*

*under sub-article (1C)(c), shall be placed and kept with the documents relating to the planning application.*

*(3A) Where the screening determination under sub-article (1B)(b) is that the proposed development would not be likely to have significant effects on the environment and the applicant has provided, under sub-article (1A)(b), a description of the features, if any, of the development and the measures, if any, envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment of the development, the planning authority shall specify such features, if any, and such measures, if any, in that determination.*

Mitigation measures for the proposed development during the construction and operational phase are set out in the supporting reports included with this Part 8 application. All mitigation measures have been taken into account in the context of the EIA screening assessment for this report.

### 3. Methodology

The proposed development is a 'project' for the purpose of the EIA Directive and implementing Regulations. However, it does not meet the applicable mandatory threshold as the proposed site area is significantly less than the 10-hectare threshold for urban development for other parts of a built-up area.

This EIA Screening Report is being undertaken to determine in light of the criteria listed in Schedule 7 and 7A of the Planning and Development Regulations whether or not this proposed development will require full EIA.

According to the Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (August 2018) *"For all sub-threshold developments listed in Schedule 5 Part 2, where no EIAR is submitted or EIA determination requested, a screening determination is required to be undertaken by the competent authority unless, on preliminary examination it can be concluded that there is no real likelihood of significant effects on the environment. This is initiated by the competent authority following the receipt of a planning application or appeal. A preliminary examination is undertaken, based on professional expertise and experience, and having regard to the 'Source – Pathway – Target' model, where appropriate. The examination should have regard to the criteria set out in Schedule 7 to the 2001 Regulations. Where, based on a preliminary examination of the information submitted with the application and any other supplementary information received, the competent authority concludes that, having considered the nature, size and location of the proposed development, there is no real likelihood of significant effects on the environment, this should be recorded with reasons for this conclusion stated, and no EIA required, or formal determination made. The recording of the competent authority's view should be brief and concise, but adequate to inform the public. In many cases this considered view will be included in the planner's/inspector's report on the planning application and this may be cross-referenced in the competent authority's decision. Normally, this will be published at the time of the decision of the competent authority."*

The key issue is, are the likely effects "significant" in the context of these criteria. 'Significant Effects' is defined in the EPA 'Guidelines on the information to be contained in Environmental Impact Assessment Reports' 2022 (EPA Guidelines) as;

*"An effect which, by its character, magnitude, duration, or intensity, significantly alters a sensitive aspect of the environment".*

The identified quality, significance, and duration of effects for each aspect is largely based on the terminology set out in the EPA Guidelines on the information to be contained in Environmental Impact Assessment Reports (2022). The Guidelines state:

*"The relevant terms listed in the table below can be used to consistently describe specific effects. All categories of terms do not need to be used for every effect."*

<b>Quality of Effects</b>	
<b>Positive</b>	A change which improves the quality of the environment (for example, by increasing species diversity; or the improving reproductive capacity of an ecosystem, or by removing nuisances or improving amenities).
<b>Neutral</b>	No effects or effects that are imperceptible, within normal bounds of variation or within the margin of forecasting error.
<b>Negative/Adverse Effects</b>	A change which reduces the quality of the environment (for example, lessening species diversity or diminishing the reproductive capacity of an ecosystem; or damaging health or property or by causing nuisance).
<b>Significance of Effects</b>	
<b>Imperceptible</b>	An effect capable of measurement but without significant consequences.
<b>Not Significant</b>	An effect which causes noticeable changes in the character of the environment but without significant consequences.
<b>Slight Effect</b>	An effect which causes noticeable changes in the character of the environment without affecting its sensitivities.
<b>Moderate Effect</b>	An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends.
<b>Significant Effect</b>	An effect which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment.
<b>Very Significant Effect</b>	An effect which, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment.
<b>Profound Effect</b>	An effect which obliterates sensitive characteristics.
<b>Duration of Effects</b>	
<b>Momentary</b>	Seconds to minutes
<b>Brief</b>	Less than 1 day
<b>Temporary</b>	Less than 1 year

<b>Short-term</b>	1-7 years
<b>Medium-term</b>	7-15 years
<b>Long-term</b>	15-60 years
<b>Permanent</b>	Over 60 years
<b>Reversible Effects</b>	Effects that can be undone, for example through remediation or restoration
<b>Frequency of Effects</b>	Describe how often the effect will occur (once, rarely, occasionally, frequently, constantly – or hourly, daily, weekly, monthly, annually)

<b>Extent &amp; Context of Effects</b>	
<b>Extent</b>	Describe the size of the area, the number of sites, and the proportion of a population affected by an effect.
<b>Context</b>	Describe whether the extent, duration, or frequency will conform or contrast with established (baseline) conditions (is it the biggest, longest effect ever?)
<b>Probability of Effects</b>	
<b>Likely</b>	The effects that can reasonably be expected to occur because of the planned project if all mitigation measures are properly implemented.
<b>Unlikely</b>	The effects that can reasonably be expected not to occur because of the planned project if all mitigation measures are properly implemented.

**Table 1: Description of effects**

## 4. Environmental Sensitivity of Proposed Development Location

This section of the report responds to the requirement to provide;

*A description of the proposed development, including in particular: (b) a description of the location of the proposed development, with regard to the environmental sensitivity of geographical areas likely to be affected.*

This section of the screening report has been prepared to confirm the appropriateness of the development. This report has been prepared based on the information currently readily available to us. It is noted that this EIA Screening Report will be updated to reflect all final assessments once received.

### 4.1.2 Description of Proposed Development Site & Environs

The Applicant, Dublin City Council, is applying for permission for development on lands located at Dalymount Park, Phibsborough, Dublin 7 on a site of approx. 2.39 hectares. The Site is the home grounds for Bohemian Football Club and has a current capacity of approx. 4,500 patrons.

The existing infrastructure presently on the Site consists of a main roofed stand known as the Jodi Stand (southern end), the Des Kelly Stand area (uncovered) at the western end, the terrace area to the east (which is unused) office, lighting, changing rooms and facilities, club bar, storage rooms and an electrics room. A carpark is located in the north-western corner. Planning permission for the demolition of the Connaught Stand, located to the north of the Site, was obtained as part of separate planning application and the demolition has recently been completed.



Photograph 1: Dalymount Park viewed from the Jodi Stand looking northwest towards the Des Kelly stand and existing car park





**Photograph 2: Connaught Avenue Stand prior to demolition**



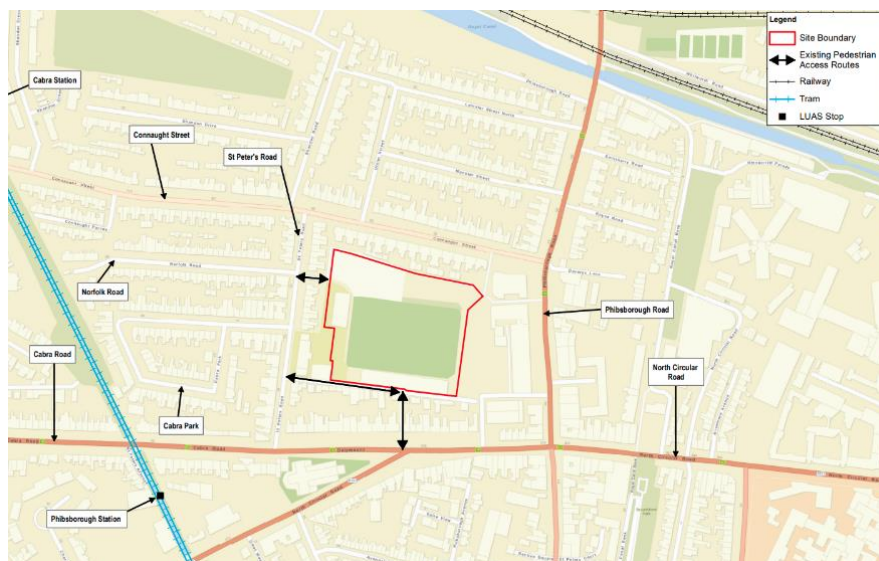
**Photograph 3: The eastern side of Dalymount Park which adjoins Phibsborough Shopping Centre**

The Site is zoned "Zone Z4" and "Zone Z9" which refers to lands classed as 'Key Urban Villages/Urban Villages' and 'Amenity/Open Space Lands/Green Network'. A small portion of the Site is also located within an ACA.

Lands situated within Zone Z9 aim to ensure that there is an adequate provision of a range of amenity uses and ecosystem services within the City.

Dalymount Park is bounded by a private laneway to the north and a public laneway to the south, which provide access to the main Jodi stand and stadium. The Site is located south of Connaught Street, east of St Peter's Road, north of North Circular Road and west of Phibsborough Road.

Existing pedestrian access to the Site is provided via St Peter's Road and North Circular Road as depicted in **Figure 3** below. Connaught Street provides access to the northeast corner of the stadium via a lane located approximately 40m west of the junction with Phibsborough Road. This is used to provide access to the north and east stands, which are now closed. It also provides access to the lane routing along the northern boundary of the Site linking access to the stadium car park however this is now closed.



**Figure 3: Existing Pedestrian Access (Source: GHD)**

St Peter's Road is located to the west of the Site and will cater for two pedestrian access points and one vehicular access point which will be used only by buses on event day. Pedestrian access is proposed to be provided via North Circular Road, Connaught Street and the rear lane which adjoins the Site to the immediate south.

The Site benefits from excellent access to public transport; bus, light and heavy rail services.

Phibsborough Road (the R108) runs in an N-S direction and is located to the east of the Site, separated by the Phibsborough shopping centre. This road is a well serviced bus route and is also the central north-south arterial link to and from the city centre. Numerous bus services are also located along North Circular Road to the south of the Site. The Luas green line is located further west of the Site and the Phibsborough Luas stop is approx. 300m from the Site. Drumcondra dart train station is located approximately 1.1km northeast of the Site.

Phibsborough Shopping Centre is located immediately to the east of the Site, and provides a variety of services including large supermarkets, clothes shops, restaurants, takeaways and pubs. It should also be noted that O'Connell Street provides a larger array of services and is located approx. 15 minutes' walk time from the Site.

The wider Phibsborough area is served with a mix of services and land uses, including the Mater Hospital and Mountjoy Prison, as depicted in **Figure 4** below. In all directions surrounding the Site, there are established residential areas, while Phibsborough Village provides a variety of businesses including retail, services, bars, cafés and restaurants.

Residential is the predominant land use surrounding the Site along the north and south and part of the western boundary. St Peter's National School is to the west of the Site.

Surrounding the Site, the historic village core remains, which is largely characterised by 2- storey, redbrick-faced buildings dating from the Victorian period. To the southwest and northwest, the neighbouring properties are 2- storey Victorian period residential dwellings. Set amongst the red-brick Victorian architecture which defines Phibsborough's materiality, the Dalymount Stadium redevelopment will respect its wider environment and integrate itself within its immediate surroundings, while maintaining its place in the iconic Phibsborough skyline.



**Figure 4 - Phibsborough Surrounding Context (Source: Google Maps, MHP Edit)**

The Mater Hospital and Mountjoy Prison are located c.250m and c.170m, respectively, east of the Site. The Royal Canal is located approximately 300m north of the Site.

The surrounding environment where the stadium interacts with the public realm is poorly maintained. The rear alleys surrounding the stadium lack passive surveillance and are in need of regeneration particularly in regard to the existing rear lane surfaces.

#### **4.1.3 Environmental Sensitivity**

This section of the report is informed by a desktop review of recognised data sources including the Geological Society of Ireland (GSI), Environmental Protection Agency (EPA), National Parks and Wildlife Service (NPWS) and the Office of Public Works (OPW).

##### **Biodiversity**

This section should be read in conjunction with the accompanying **Appropriate Assessment** and **Bat and Bird Survey**.

The Site is not in proximity to any wetlands, coastal zones, or nature reserves or mountain and forest areas. The Site is currently used as a stadium and the proposed redevelopment will cater for the continuation of this use. One sycamore tree is currently recorded on the Site which is proposed to be removed as part of the redevelopment and additional replacement trees will

be planted in lieu. In terms of bats, this tree was classed as low for bat roosting potential.

The Site is not within a designated Irish or European Site. The accompanying Appropriate Assessment has ruled out likely impacts on European Designated Sites. The proposed works are located over 5km from the closest SAC (South Dublin Bay SAC) and over 3km from the closest SPA (South Dublin Bay and River Tolka Estuary SPA). The AA Screening concludes that the proposed development would not either individually or cumulatively impact the conservation objectives of Natura 2000 sites.

A multidisciplinary walkover survey of the lands was undertaken by Ash Ecology and Environmental to characterise the ecological features of the site in September 2021.

The site survey observed the following habitat types:

- Buildings and Artificial Surfaces (BL3) - Low ecological diversity.
- Amenity Grassland (GA2) - Low ecological diversity.
- Grassy Verges (GS2) - Low ecological diversity.

The AA Screening Report acknowledges how these habitats are of limited ecological importance due to their low/no biodiversity value.

A Bat and Bird survey was undertaken for the Site during September 2021, and updated in June 2023 as part of the proposed redevelopment of Dalymount Park. In relation to bats, just 2 species of bat were detected. A 'Low' rate of bat activity was recorded which was expected with the low bat landscape suitability score assigned and the general urbanised area. The most frequent bat species heard was Common Pipistrelle. However, the majority of bat activity was located in the southwest corner of the Site near existing buildings and sheds and therefore will require further investigation via a daytime interior check for bat signs, prior to demolition.

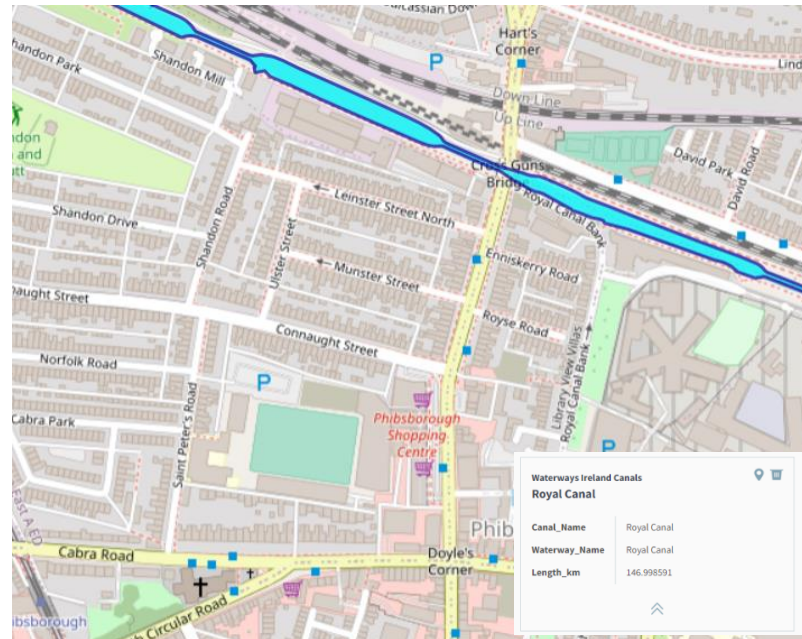
No nesting birds were recorded on-site given the time of year the survey was undertaken (September). Existing netting on the Jodi Stand prevented roosting pigeons, gulls and Barn Swallow. No old bird nests were evident in the existing Sycamore tree also.

The report concluded that *"The landscape is considered of local importance (Lower value) for bats and nesting birds due to a Low score for landscape suitability for bats and a lack of nesting opportunities for birds e.g. trees and scrub within the site boundary"*.

## Water

This section should be read in conjunction with the **Site-Specific Flood Risk Assessment** (SSFRA).

The nearest watercourse to the Site is located approx. 300m north of the Site at the Royal Canal. There are no watercourses onsite that form a direct hydrological connection to the Royal Canal. See **Figure 5** below which highlights the proximity to The Royal Canal in relation to the subject site.



**Figure 5 - Surface Water Features (Source: EPA Maps)**

## Flood Risk

This section should be read in conjunction with the **Site-Specific Flood Risk Assessment** (SSFRA) prepared by IE Consulting.

In terms of flood risk, the Site is located in Flood Zone C and accordingly, development as proposed is acceptable. As outlined in **Figure 6** below, the Site is not located within an area subject to flooding, as reviewed on the OPW flood risk mapping tool. The Site does not fall within an indicative fluvial, pluvial, coastal or groundwater flood zone.

The SSFRA report also outlines that:

*“During the occurrence of an extreme 1% AEP (1 in 100 year) or 0.5% AEP (1 in 200 year) pluvial flood event, maximum potential pluvial flood depths in the range of 0.5m – 1.0m may occur adjacent to the western and eastern boundaries of the site of the proposed development*

*It is therefore recommended that consideration be given to the feasibility of implementing pluvial flood risk mitigation measures for any structures such as spectator stands or critical infrastructure associated with development at these locations”.*

The SSFRA concludes that the assessment specifies that the development as proposed is not expected to result in an adverse impact to the existing hydrological pattern of the area or increase pluvial flood risk elsewhere.



**Figure 6 - Flood Risk Mapping (Source: Floodmaps.ie)**

### Cultural Heritage

The Site is not identified in an area of high archaeological potential and contains no Recorded Monuments or Protected Structures.

St Peters National School (RPS 7750 and NIAH Reg No. 50060228) is located adjacent to the Site's southwest corner. The school is described in the NIAH file as Saint Peter's National School, which was founded in the late nineteenth century, replacing an earlier school building which formed part of Saint Peter's Presbytery on nearby Cabra Road.

The Phibsborough Library which is approx. 300m east of the Site is also recorded as a Protected Structure, listed in the Development Plan 2022-2028 under RPS Reg. No. 8884. The building dates back to 1934 and has been designed and used as a public library ever since. It is registered on the National Inventory of Architectural Heritage (Reg. No. 50060231) as regional rating under Architectural, Historical and Social categories of special interest.

Given the existing infrastructure located on the Site, the Sites archaeological potential is considered low.

### Air Quality & Climate

There are four designated zones for the purposes of monitoring air quality in Ireland. In terms of air monitoring and assessment, the proposed development is within Zone A (EPA, 2022). The long-term EPA monitoring data has been used to determine background concentrations for the key pollutants in the region of the proposed development. The background concentration accounts for all non-traffic derived emissions (e.g. natural sources, industry, home heating etc.).

From review of the EPA Air quality Index for Health (AQIH) interactive map, the closest air quality station is 1.8km south of the subject site on Winetavern Street, Dublin 8. The EPA's AQIH is measured from 1 to 10, 1 being the best

'good' and 10 being the lowest 'very poor'. The current index at this station is 1(Good). As a result, air quality in the vicinity of the Site is deemed to be good.

Based on the above information, the air quality in the Dublin area is generally good, with concentrations of the key pollutants generally well below the relevant limit values. However, the EPA have indicated that road transport emissions are contributing to increased levels of NO<sub>2</sub> with the potential for breaches in the annual NO<sub>2</sub> limit value in future years at locations within urban centres and roadside locations.

### **Dust**

Prior to assessing the impact of dust from a proposed development, the sensitivity of the area must first be assessed. Both receptor sensitivity and proximity to proposed works areas are taken into consideration. For the purposes of this assessment, in line with the IAQM Guidance document (2014), high sensitivity receptors are regarded as residential properties where people are likely to spend the majority of their time. Commercial properties and places of work are regarded as medium sensitivity while low sensitivity receptors are places where people are present for short periods or do not expect a high level of amenity. In terms of receptor sensitivity to dust soiling, residential development and a school surround the site to the north, south and west. Existing commercial development is located to the west.

In terms of receptor sensitivity to dust soiling, there are residential developments located to the east, south and west of the Site. A school is located to the west of the Site also. Based on the IAQM criteria the worst-case sensitivity of the area to dust soiling is considered medium-high.

Having regard to the distance to the nearest sensitive ecological receptor, i.e. more than 200m, the overall sensitivity of the area to dust related ecological impacts is low according to the IAQM Guidelines.

### **Land & Soils**

The Site has been historically used as a football stadium since 1901.

A site investigation was carried out by Ground Investigations Ireland Ltd. in August 2022 and this report will accompany the formal planning application.

The ground conditions of the subject site were explored, and the sequence of strata encountered was recorded as being consistent across the Site and comprised:

1. Topsoil/Surfacing
2. Made Ground
3. Cohesive Deposits

The topsoil was presented to a depth of 0.10 BGL. The made ground were encountered below the topsoil and went to a depth of 1.2m-1.7m and generally consisted of dark brownish grey sandy gravelly clay with fragments of concrete, red brick, glass and metal. The cohesive deposits were encountered beneath the made ground and were typically described as brown slightly sandy gravelly clay overlying grey slightly sandy gravelly clay.

The secondary sand and gravel constituents varied with depth. The strength of the cohesive deposits increased with depth and was firm to stiff or stiff below 3.0m BGL in the majority of the exploratory holes.

The proposed basement area (622 sq.m), which will cater for the competition areas, will be approximately 5m below the existing ground level.

In terms of excavations the SI report outlines that short term temporary excavations in the cohesive deposits will remain stable for a limited time only and will require to be appropriately battered or the sides supported if the excavation is below 1.25m BGL or is required to permit man entry.

In terms of waste classification, asbestos was detected in samples analysed for the Site under the Des Kelly Stand (west of the Site). The level detected in all cases was below the hazardous level of 0.1%.

The report assumes that any materials which may be excavated and removed from Site would meet the definition of waste under the Waste Framework Directive.

All samples were assessed in terms of waste classification using the HazWasteOnLine™ tool and also the WAC set out in Council Decision 2003/33/EC and the IMS specific WAC to give a final waste categorisation to determine the most appropriate disposal route for any waste generated. The final and most applicable waste category for each sample were classified C1, C2 and D.

The report concludes that based on the results of the HazWasteOnLine™ tool the material sampled at TP-02, 03 and 04 if being considered a waste can be classified as hazardous due to either elevated levels of hydrocarbons or metals including lead and zinc.

The material at TP-01, 05 and 06 if being considered a waste can be classified as non-hazardous.

It is outlined that in the event that material is excavated for removal from the Site, any company engaged to transport waste material from the Site and the operator of any waste facility that will accept subsoils excavated from this Site should be furnished with copies of the full unabridged laboratory reports and HazWasteOnLine™ report for all samples presented in this report (at a minimum).

It is noted that as part of the Waste Classification assessment undertaken in August 2021 by O'Callaghan Moran & Associates (OCM) for the Connaught Avenue Stand (located to the north of the Site), no asbestos was detected in any of the samples and all samples were classified as non-hazardous.

### **Japanese Knotweed**

MCD Landscapes were retained to provide a Japanese Knotweed Inspection Report. A walkover survey of the entire site found some small areas of knotweed growth. Three previous inspections were also carried out on the area. The car park area contained the largest amount of vegetation with several small groups running along the boundary wall. There were two more smaller stands of growth in the disused stand.



All Knotweed found on site was treated with glyphosate, the weed has been left in situ to die off. The inspection confirmed that no spread of the knotweed to additional areas was recorded. The report concludes that the treatment is working to contain the knotweed and a further inspection will be carried out to monitor the situation, it is anticipated there will be very low levels of green knotweed growth on-site.

**Landscape and Visual**

This section should be read in conjunction with the **Landscape & Visual Assessment** prepared by CSR included under separate cover.

A preliminary Landscape Analysis was undertaken by Cunnane Stratton Reynolds. In terms of visual amenity, the analysis states;

*“The site is located within a historic part of the city in Phibsborough. While there are areas in the immediate vicinity which can be described as mixed, with a varied streetscape, scale and architecture, and recognition of the area as an Architectural Conservation Area renders the area to be of ‘High Sensitivity’”.*

The analysis concludes that there are few protected views and prospects within the city, however, there are no views towards, or from, the Site that are designated. It is policy of the council to protect and enhance views and prospects that contribute to the landscape and natural heritage of the area.

The proposed development is regarded as a complementary and beneficial change to the townscape and visual amenity of the area and in keeping with local policy. The proposed development complements and improves townscape view and character.

A summary of the Landscape Impacts and Effects, as a result of the proposed development, are outlined in the below table. The construction stage impacts generally comprise of demolishing existing stands and other structures, substantial site clearance, removal of limited trees and vegetation, and building processes required to construct the proposed development. These effects are predominantly adverse in nature, varying in magnitude and significance depending on visibility.

Construction effects are considered to be Temporary to Short-Term in nature and visually Adverse, and limited construction stage.

<b>Sensitivity of Townscape Resource</b>	<b>High</b>	
<b>Construction Effects</b>		
<b>Magnitude of change</b>	<b>Importance of Effects</b>	<b>Quality and Timescale</b>
Low	Medium	Beneficial and Permanent
<b>Operational Effects</b>		
<b>Magnitude of change</b>	<b>Importance of Effects</b>	<b>Quality and Timescale</b>
Low	Medium	Beneficial and Permanent

Table 2 - Summary of Landscape Impacts and Effects (CSR)

The operational effects comprise of a visual change to the surrounding landscape with the addition of the new floodlights. However, the provision of a new stadia will enhance the surrounding street and landscape and will give an uplift to the area, thus is deemed positive.

The LVIA confirms that there is little or no impact on the landscape character, no loss of any valuable landscape elements on site and the presence of new structure and stands are of high architectural and materiality quality.

In concluding the analysis, the LVIA outlines that “The proposed development is regarded as a complementary and beneficial change to the townscape and visual amenity of the area and in keeping with local policy. The proposed development complements and improves townscape view and character”.

### Noise

A **Noise Survey** was carried out by ICAN Acoustics to carry out a comprehensive noise study within the vicinity of Dalymount Park. Noise monitoring locations used to gather noise data around the Site are depicted below.



Figure 7 - Noise monitoring locations (Source: ICAN Acoustics)

The comprehensive baseline noise report recorded ambient measurement noise levels at the facility during a match fixture date as well as measurements on a day where there was no match taking place.

The report concluded the following:

*“As a result of the noise monitoring exercise conducted in the vicinity of the Dalymount Stadium, it is evident that the noise climate in this locality is dominated by road traffic noise, principally from the Phibsborough and Cabra*

*Roads, which are busy at all times. Residents in Connaught Street and St Peter's Road are also exposed to traffic noise but not to such a great extent".*

The monitoring results indicate that during match events, the occupants of houses that do not back on to the Stadium are exposed to a slight increase in noise due to spectator noise. In contrast, the occupants of houses that back on to the Stadium are exposed to appreciably elevated levels of noise from spectators and music being played through the PA system in the Stadium. It was also noted that at one location (Location 6) the level of noise was consistently higher both before and during the match due to the noise from a petrol generator being used at a hot dog stand in the vicinity.

### **Material Assets – Traffic and Transport**

The closest rail stations to the stadium are Cabra and Phibsborough, both of which accommodate Luas services. The Luas is a light rail transit system that connects Dublin's city centre to the suburbs.

The Drumcondra dart train station is located approximately 1.1km northeast of the Site.

Dublin Bus provides most of the bus services within Dublin and the surrounding areas. It provides services along North Circular Road including Dublin Bus Nos. 9, 38, 46a, 120, 140, 155 and 179, which provide access to the city and wider county Dublin area on a regular basis.

The area can be described as pedestrian and cycle friendly with footpaths and cycle ways surrounding the Site providing direct access on North Circular Road and, intermittently, on Phibsborough Road. An off-street cycle route is provided along the Royal Canal to the north of the stadium, approximately 450 metres cycling distance from the main access.

As part of the proposed scheme the existing approx. 100 car parking spaces will be removed and only 10 car parking spaces will be facilitated on the Site. These spaces will be reserved for key officials only on event days.

A Traffic & Transport Assessment and Mobility Management Plan will accompany the formal submission that will include measures incorporated into the design and strategies outlined in the Mobility Management Plan, particularly with regard to increasing public transport use once the development is operational.

Having regard to the information presented above it is concluded that the proposed development site and local wider area is not a particularly sensitive area with respect to traffic and transportation.

### **Material Assets - Foul Water Drainage and Water Supply**

As indicated in the Drainage Strategy prepared by IDOM, existing wastewater is discharged from the JODI stand area (west) to the public manholes located along the private lane. According to Appendix A of the Drainage Strategy, the foul water will be discharged at 3 points, as follows:

- One manhole existed in the building, collecting the foul water from the west side of the Jodi stand with three numbers 100 Ø PVC pipe and discharged into the public manhole with 150 Ø Clay pipe.
- In the middle of the Jodi stand, two numbers of 100 Ø Clay pipes are directly discharged into the public manhole.
- At the east corner of the Jodi stand, one 100 Ø Clay pipe directly discharged to the public manhole.

In terms of existing surface water drainage, the existing Site of approx. 19,990 sq.m is divided into two areas: an impermeable area of 9,792sq.m and green area of 10,198 m<sup>2</sup>. There are no existing attenuation storage tanks, the water surface discharges in two ways, as follows:

- The parking area located on the northwest of the Site discharges directly to the ground by runoff as there are no manholes/drainage channels at that area.
- The rest of the stands (shaded in blue) seems to discharge the water surface run-off from the Site via an 150Ø PVC storm drainage system exiting the Site and connecting to an existing combined sewer on Phibsborough Road.

### Energy Strategy - Proposed

The redevelopment of Dalymount Stadium incorporates a series of active and passive solutions for achieving Part L compliance. As a general strategy and due to the nature of the development, this will only be applied to the main accommodation areas.

The air tightness will be kept as 3 m<sup>3</sup>/h,m<sup>2</sup> at 50 Pa as recommended by Ireland Technical Guidance Document L.

Regarding active solutions, the HVAC system has been thoughtfully designed to cater to the primary occupied areas, providing a comprehensive range of heating, cooling, and mechanical ventilation (MV) solutions.

Fresh air ventilation for regularly occupied rooms will be covered by Heat Recovery Units with high efficiency and a VRF System (heat pump technology) will provide the required heating and cooling for those areas.

Hot water demand will be supplied by means of heat pumps (air to water).

## 5. Development Description

The information provided in this section corresponds to the information required under paragraph 1(a) of Schedule 7A, namely –

1. *A description of the proposed development, including in particular –  
(a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, ...*

This section also addresses, where relevant, the various headings under paragraph 1 of Schedule 7 which also relates to ‘Characteristics of the proposed Development’.

### 5.1 Design Principles

As outlined within the **Architectural Drawings** prepared by IDOM and Gilroy McMahon Architects, the existing Dalymount Park, stands, terraces, floodlight towers (4), grass pitch and ancillary buildings will be demolished as part of the proposal and the site will be cleared to cater for the proposed stadium redevelopment. The development includes the reorientation of the playing field to provide a north south orientation, associated seating stands and standing terraces, community facility to include a multi-purpose room and gym and all associated stadium facilities and ancillary services. The reorientation of the pitch layout will provide more comfortable playing conditions for players as the north south orientation will reduce the amount of sun in their eyes and result in enhanced playing conditions.

The design proposals for the new Dalymount Stadium are based on the simple articulation of separate architectural elements layered and organised according to a modular concept diagram. This is not a rigid configuration as the elements can adapt in response to specific site constraints or design requirements.

It is noted that the demolition of the Connaught Avenue Stand was subject of a separate planning permission (Plan. Ref 3038/21) and demolition of this stand is currently underway. An existing commentary box which is located in the back left of the stand is still used during matches and this service is to be retained once the demolition works have been completed. The remainder of the existing Dalymount stadium remains in place and is subject to this planning application.

In terms of topography, there is a height difference of c. 1.25m between the west and the east of the Site. Once the stands are removed, regrading of the site’s profile will occur.

The design approach to the height of the proposed development was focused on the existing infrastructure and development surrounding the Site and utilising the natural gradient of the site. The proposed height of the stands (approx. 13.95m) and flood light towers (approx. 34m) remain comparable and/or marginally taller than the height currently existing on the site.

The proposed Site Layout is illustrated in **Drawing No. 102025-IDO-DR-A-2001-00-ZZ** that accompanies this Part 8 application. **Figure 9** below provides the proposed Site Layout.



**Figure 8 - Proposed Ground Floor Site Layout (Source: IDOM & Gilroy McMahon)**

A comprehensive landscape scheme, informed by its context has been generated to maximise the sense of community, opportunities for interactions, and engagement with the locality.

The landscape proposal aims to create open, soft and natural public real and streets in company with the brick facade of the stadium and the surrounding residential areas. The approach is to soften the hard surfaces of existing streets, walls, buildings and the stadium where the public has direct perception of by introducing different types of greeneries and repaving the streets.

The existing public realm consists of the gaps along the four sides between the stadium and the site boundary. Given this linear feature, four lines of green along the edges of the stadium and the site boundary have been defined along with the streets in between.

Each of these lines are featured greens with large and small trees, climbers and temporary pots appropriately selected for their locations, lining the main edges and providing green highlights.

Further description of the architectural and landscape design is contained within the **Architect's Access and Design Statement** prepared by IDOM.

## 5.2 Physical characteristics of proposed development

### 5.2.1 Development Description

The proposed development will consist of:

- i. The demolition of the existing stadium and structures located on the site;
- ii. The development of a new c.8,034 capacity stadium with provision for c. 6,240 seats and c.1,794 standing and new modern floodlighting and associated facilities;
- iii. Reorientation of the pitch to a North/South Axis (105m x 68m) and installation of a new sand-based grass pitch;
- iv. A basement area (622 sq.m) to facilitate competition area changing rooms and facilities;
- v. The provision of modern match-day facilities for teams and officials;
- vi. Club offices & a merchandise shop for the anchor tenants Bohemian FC;
- vii. The provision of a stadium bar/function room and concession areas within the stadium;
- viii. The provision of 12 car parking spaces and 50 bicycle spaces within the site;
- ix. A community facility with an area of 585 sq.m over two floors to include a multi-functional community room and a community gym;
- x. The provision of a public plaza and public thoroughfare along the eastern boundary to include various eaterie; and
- xi. All associated plant, substation, waste storage, landscaping, boundary treatment, lighting and all ancillary site works to facilitate the proposed development.

### 5.2.2 Access

Vehicular access is proposed from St. Peter's Road which will facilitate bus access for players on event day. A total of 12 car parking spaces are proposed along the western boundary of the site.

The existing three pedestrian access points will be maintained as part of the proposed development. They are provided via St Peter's Road, Connaught Street and North Circular Road.

In addition, an emergency exit is proposed in the south-western corner onto an existing public laneway. A public plaza and main entrance space is proposed in the south-eastern corner of the site via an existing right of way with the Phibsborough shopping centre.

### 5.2.3 Parking

#### Car Parking

The proposed development will facilitate 12 car parking spaces, dedicated to match officials and outside broadcast units (OBU) on event days. The car parking spaces will be available to use on non-event days. The proposal does not facilitate any bus parking spaces within the Site.

The parking management regime will facilitate buses to drop off match day personnel within the Site and depart the proposed development via St Peters Road. The buses will then return after the event has taken place to collect the players and team personnel.

#### Cycle Parking

A total of 50 bicycle parking spaces are proposed within and surrounding the scheme promoting alternative means of transport within the area. These spaces are proposed within the stadium boundary for the use of staff and the community facility within the Site. DCC have confirmed to provide external spaces within the public realm of the immediate surrounding areas. This will result in a safer environment which avoids safety issues and conflict between pedestrians and bicycles.

#### 5.2.4 Landscaping

Given the nature of the Site, significant areas of landscaping are not proposed. Some small pockets of landscaped areas will be proposed around the Site, where considered to be functional and so as not to obstruct way finding within the Site. 8 no. additional trees are proposed, particularly along the western entrance to the Site from St Peter's Road.

#### 5.2.5 Drainage & Water Supply

This section should be read in conjunction with the Drainage Report.

The surface water strategy for the proposed development area will incorporate Sustainable Urban Drainage Systems (SuDS) features to reduce run-off and provide biodiversity benefits. The proposed SuDS features include green roofs (270 sq.m) located towards the northern and north-eastern site boundaries, as well as 3 rainwater harvesting tanks which will provide irrigation to the pitch, as well as servicing the welfare facilities.

Two attenuation tanks are provisionally proposed along the northeast (133 m<sup>3</sup>) and south-eastern (133 m<sup>3</sup>) site boundaries, to store excess rainwater with the dedicated discharge points being located on Connaught Street, St Peter's Road and North Circular Road.

The rainwater collected from the west stand roof and the north terrace roof is collected through the common collector and is discharged to the 52m<sup>3</sup> underground rainwater harvesting tank located at the north-west corner. The rainwater collected from the east stand roof and the south terrace roof is collected through the common collector and is discharged to the 52m<sup>3</sup> underground rainwater harvesting tank located at the south-east corner.

The overflow water from the harvesting tanks is distributed on the gravels of permeable paving. A total volume of 104m<sup>3</sup> of harvesting tanks is considered.

The proposed foul effluent will include all foul effluent from the whole stadium facility. Foul water from the basement plan will be required to be pumped with the submersible electric pump with the flow of 24m<sup>3</sup>/hr and the pressure head of 5 m.c.a. The manhole with the pump would be installed



at the basement. The riser main 100 Ø with 1.5% slope from pump would be terminated at the manhole MHW1 on the ground floor.

Foul water from the west stand is divided into two sections and discharged in two points as follows:

- At the south-west corner, the foul water from toilets & concession area at the south-west area, and the basement pumping foul water is collected through MHW 1 to 4 with 200 Ø with 1% slope.
- At the north-west corner, the foul water from the sanitary fixtures at the north-west part are collected through the MHW 5 to 8 with 150 Ø with 2% slope.

The surface water strategy for the proposed development area will incorporate SuDS features to reduce run-off and provide biodiversity benefits. Storm water from the contributing catchment will be attenuated to limit discharge to green-field runoff rates with storm-water storage facilities and SuDS elements incorporated to allow infiltration and reduction of run-off volumes and rates where possible.

A total of 4042m<sup>2</sup> of permeable paving type C (no infiltration) has been considered at this development for the access areas. Infiltration has not been considered as the permeability of the soil is expected to be low. Once the permeability tests have been completed, infiltration will be considered if possible.

According to “Sustainable Drainage Design & Evaluation Guide 2021 – DCC” and “GSDSDS”, attenuation storage is required to store the storm water from the Design Storm 100yr, 6hr flood. Also, the surface run-off from new development will be restricted to 2l/s/ha for the 1 in 100-year rainfall event. The proposal also allows for 20% extra for future climate change which equates to 955m<sup>3</sup>.

The proposed drainage strategy incorporates drainage channels connected to underground PVC pipes. The PVC pipes will discharge by one or two connections to an attenuation tank which will collect all the rainfall water, which can store 900 m<sup>3</sup>. A submersible pumping system which will discharge 2l/s/ha to the public drainage system.

A confirmation of feasibility from Uisce Eireann has been received and confirms that the proposal is feasible without infrastructure upgrades.

### 5.2.6 Demolition Works

Demolition works for the Connaught Stand were granted under **Plan. Ref 3038/21** and it is noted at the time of writing that these works are expected to be finished in early September.

The remainder of the stadium is proposed to be demolished as part of this application.

Further information in this regard is provided as part of the **Construction and Demolition Waste Management Plan**.

### 5.2.7 Use of natural resources

Development of the proposed scheme will necessitate the stripping of topsoil and excavation of subsoils to facilitate the proposed basement level. It is intended to retain as much material as possible to be re-used on-site. Where excess spoil or soil material is left over from the landscaping works, the Applicant will seek to optimise procurement processes to limit the amount of waste generated.

The water collected from the rainwater harvesting tanks will be reused to cater for the watering of the new grass pitch which requires circa 45m<sup>3</sup> of water irrigation per day.

The approach to energy design results in the need for fossil fuel derived energy being significantly reduced together with the associated climate and air quality impacts. The air tightness will be kept as 3 m<sup>3</sup>/h,m<sup>2</sup> at 50 Pa as recommended by Ireland Technical Guidance Document L.

Regarding active solutions, the HVAC system has been thoughtfully designed to cater to the primary occupied areas, providing a comprehensive range of heating, cooling, and mechanical ventilation (MV) solutions.

Fresh air ventilation for regularly occupied rooms will be covered by Heat Recovery Units with high efficiency and a VRF System (heat pump technology) will provide the required heating and cooling for those areas.

Hot water demand will be supplied by means of heat pumps (air to water).

### 5.2.8 Production of Wastes

Best practice procedures in general will minimise waste generated on site. Measures including good site management will be taken to limit the quantity of waste generated during the construction phase. Waste such as excavated material on-site will be recycled where possible, pending the results of the site and ground investigations survey.

Residues and emissions from the construction phase of the development will be related to construction waste and emissions from construction plant. No out of the ordinary residues, or emissions, are likely during the construction phase of the development and the construction waste management plan will include details of any mitigation measures, if required. T

The Applicant will seek to optimise procurement processes to limit the amount of waste generated.

Operational waste will primarily be generated from match day events. All operational waste will be disposed of by a licensed waste contractor. All works carried out will comply with the relevant statutory legislation including the Waste Management Act and Local Government (Water Pollution) Acts.

### 5.2.9 Pollution and Nuisances

Construction sites, by their very nature, can create nuisance, due to noise generation, dust arising from site preparation and mud tracked onto public roads. However, there are standard proven mitigation measures that effectively minimise the effect. The main risk to water quality during the

construction phase arises from potential runoff of silt laden rainwaters associated with site excavations including, hard surfaces (footpaths, parking, etc) and installation of services. There are no watercourses onsite that form a direct hydrological connection to the Royal Canal. The potential for harmful substances such as silt becoming entrained in surface water run-off has been screened out as a result of no direct pathways to the forementioned watercourse. The incorporation of mitigation measures will enable all such waters to be retained on-site during construction.

Other sources of pollutants include fuels, oils, concrete and chemicals. The management of these will be subject to best construction practice relating to storage and use and any risk of accidental spillage is low. If a spillage does occur, it is likely to be localised, and will be dealt with by the contractor using best construction practice.

During the operational stage it is considered that the proposed development, would not have any negative impact in terms of pollution or nuisance given the distance from the drainage network.

#### **5.2.10 Risk of Accidents or Disaster**

The risk of accidents having regard to the proposed development and the substances or technologies used is considered extremely low in this case. The proposed development is on a greenfield site, of low ecological value in terms of habitat.

An Appropriate Assessment Screening has been carried out by Ash Ecology and Environmental, which concludes that the proposed development will not give rise to any significant effects to designated sites, and that the integrity of these sites will not be adversely affected.

The most environmental sensitive aspect of the geographical area is the existing residential developments surrounding the Site. The development Site will be secured to prevent trespassing and a construction traffic management plan will be in place for the duration of the works.

The contractor's Construction Environmental Management Plan (CMP) will be informed by a detailed risk assessment and the implementation of standard proven construction mitigation measures will negate the risk of major accidents or disasters arising during the construction phase.

#### **5.2.11 Risks to Human Health**

Construction sites pose potential risk to the health and safety of the public. However, access by the public would be considered trespassing on private property. Assuming observance of private property, no health and safety impacts to the public would be anticipated.

A description of the measures to manage construction traffic on the public road to ensure the protection of human health will be provided in the Construction Traffic Management Plan (CTMP).

To reduce the potential for health and safety risks, the project developer would require that all contractors prepare a site-specific health and safety plan before initiating construction activities. The plan would inform those on

site of the measures to take in the event of an emergency and would be maintained for the duration of the construction phase.

During the operational phase the risk to human health is considered to be negligible. The proposed design provides for the segregation of pedestrians and traffic and incorporates the principles of universal access and the requirements of Part M of the Building Regulations so that the development will be readily accessible to all, regardless of age, ability or disability.

The operational phase could pose risks to human health with regard to fire safety and crowd control however mitigation measures to limit these risks will be included within the **Internal and External Pedestrian Flow** reports which will accompany the formal Part 8 submission.

#### **5.2.12 Transboundary Impacts**

Given the location of the proposed development there will be no transboundary impacts.

## 6. Cumulation with other Existing &/Or Approved Plans and Projects

Cumulative effects may arise from: - The interaction between the various impacts within a single project; - The interaction between all of the differing existing and/or approved projects in the same areas as the proposed project.

The Irish Courts, in *Ratheniska Timahoe and Spink Substation Action Group v An Bord Pleanála* [2015] IEHC 18, have held that the obligation to take into account the cumulative impact of the development, the subject matter of a planning application, with other developments is confined to existing and permitted development in the relevant area. It does not necessitate deliberation on possible future development which may be at the concept, design or the early planning stage and which may not yet have been authorised.

### 6.1 Plans

The National Planning Framework (NPF) and the Eastern and Midlands Regional Special Economic Strategy (RSES) support consolidation of the existing built environment to achieve compact growth. Both plans were subject to strategic environmental assessment (SEA) and the SEA Statements identify that at a broad level implementation of the NPF and RSES are expected to bring environmental improvements, as they tackle specific environmental pressures arising from urban sprawl, one-off housing, land use change etc.

The accompanying confirmation of feasibility from Uisce Eireann determines the existing infrastructure is adequate to cater for the proposed development. As a result, it is not anticipated that there will be any cumulative effects relating to water supply and foul drainage during the operational phase.

In-combination effects on Natura 2000 sites is a Habitats Directive issue and it is addressed in the AA Screening Report included under separate cover. It concludes that the construction and presence of this development will have no adverse effects on Natura 2000 sites or their conservation objective, alone or in combination with other plans and projects.

The Site is located within the functional area of Dublin City Council. Development and this location are governed by the objectives and policies contained within the **Dublin City Development Plan 2022-2028** (DCCDP), adopted on the 14<sup>th</sup> of December 2022. The DCCDP was subject to a Strategic Environmental Assessment (SEA) during the plan preparation process. The purpose of the SEA is to provide a clear understanding of the likely environmental consequences of decisions regarding the adoption and implementation of the Plan. Measures to monitor significant environmental effects of the implementation of the adopted plan are provided within the SEA. The SEA concludes that avoidance of conflict with Strategic Environmental Objectives (SEO's) and the environment is dependent upon

compliance with the mitigation measures which have emerged through the SEA, Appropriate Assessment (AA), Natura Impact Report and Strategic Flood Risk Assessment processes and which have been integrated into the Development Plan. This proposed development is compliant with the relevant policies and objectives of the Development Plan, as demonstrated in the Planning Statement.

## 6.2 Projects

A search of the Dublin City Council database identifies various planning applications for development within the immediate catchment of the site, as set out in **Table 2** below.

<b>Plan. Ref ABP 310686 (DCC Ref: 3391/20)</b>	
<p><b>Address: 146-147 Phibsborough Road &amp; 10 Eglinton Terrace, Dublin 7</b></p> <p>Demolition of mixed-use buildings and a derelict dwelling. Construction of mixed-use development, consisting of a restaurant &amp; cafe, 17 apartments in 2 buildings and also consists of 2 townhouses.</p>	Grant Permission on 13 <sup>th</sup> December 2021
<b>Plan. Ref 3038/21</b>	
<p><b>Address: Dalymount Park, Phibsborough, Dublin 7.</b></p> <p>The proposed demolition of the disused Connaught Street Stand at Dalymount Park, Phibsborough, Dublin 7 and associated site clearance. The area is to be left clear of debris and finished to the same level of the existing car park. No new construction works are proposed at this time, other than those necessary to secure the site and provide new services. These include connection for temporary commentary box along with emergency lighting. The foundations of the stand will be removed, and all services will be removed insofar as this is practicable.</p> <p>The Local Authority has concluded following a preliminary examination that there is no real likelihood of the proposed development having significant effects on the environment and therefore an EIA is not required.</p>	City Council Approved 20 <sup>th</sup> August 2021
<b>Plan. Ref ABP 309345-21</b>	
<p><b>Address: Old Bakery Site, also known as 113 Phibsborough Road, Cross Guns Bridge, Phibsborough, Dublin 7</b></p> <p>The development will consist of the demolition of the existing buildings on site and the construction of a Build to Rent (BTR) residential scheme comprising:</p> <p>205 no. apartments within 3 no. blocks ranging in height up to 12 storeys.</p>	Granted 3 <sup>rd</sup> of June 2021 (currently within the JR process).

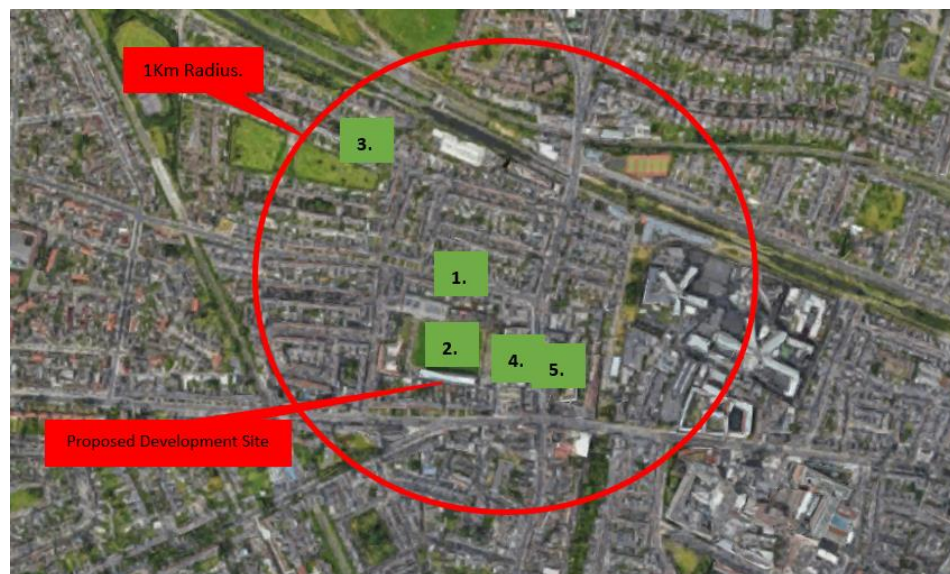
<p>A new café/ retail unit area, and public plaza to the east of the site.</p> <p>The apartment mix will comprise 55 no. studios, 85 no. 1-bed, and 65 no. 2 bed apartments along with internal residential amenity space (located in block C at ground and top floor levels and including gym, lounge, shared workspaces, parcel store, reception,). All apartments with balconies/ terraces facing north/ south/east/ west. Communal open space will be provided on the top floor of each block and at the ground floor level.</p> <p>Provision of 29 no. car parking spaces (20 no. at basement and 9 no. at surface); 272 no. residential bicycle parking spaces along with a further 72 no. visitor surface parking spaces.</p> <p>Vehicular and pedestrian connection via Phibsborough Road with two additional pedestrian accesses to be provided along the Royal Canal to the north (necessitating alterations to the existing boundary wall).</p> <p>- All associated site development works and services provisions including bin storage areas, substations, plant rooms, boundary treatments and landscaping.</p>	
<p><b>Plan. Ref ABP-308875</b></p>	
<p><b>Address: Phibsborough Shopping Centre and 345-349 North Circular Road, Dublin 7.</b></p> <p>The proposed development consists of alterations to the permitted development, as permitted under DCC Reg. Ref.: <b>2628/17</b>, ABP Reg. Ref.: ABP-300241-17, which included student accommodation, to now consist of the development of Build To Rent Shared Accommodation and other minor alterations to the permitted development. The proposed alterations include:</p> <p><b>Alteration to the permitted 341 bed student accommodation scheme, in permitted Blocks A and B, to accommodate a 321-bed shared accommodation scheme. This alteration includes a reconfiguration of the two number student accommodation blocks as follows:</b></p> <ul style="list-style-type: none"> <li>• Omission of the permitted basement of the permitted student accommodation development.</li> <li>• Alteration of the permitted Ground, First and Second Floor spaces to contain 518 sq.m Communal Amenity Space, Reception, Waste Storage, Bikes Store, Plant, Laundry Facilities, Storage, and Office Space associated with the Shared Accommodation.</li> <li>• Alteration of the permitted third to seventh floors from 341 student bedspaces, set out in clusters, to 321 shared accommodation bedspaces, set out in 303 single occupancy units and 4 cluster units containing a total of 18 bedspaces.</li> </ul>	<p>Granted</p> <p>12<sup>th</sup> April 2021.</p> <p>However, application due to lapse in October 2023.</p>

- Introduction of c.1,130 sq.m of shared amenity spaces to include kitchen and living areas, dispersed across the third to seventh floors.
  - Introduction of external roof terraces in both blocks on the sixth floor fronting on to Phibsborough Road with a combined total of c. 156sq.m, introduction of roof terraces centrally located at seventh floor in both blocks to provide a total of c.256 sq.m communal amenity space, and redesign of permitted external central amenity spaces located at second floor.
  - Increase in height of the permitted building by c. 2m to allow for raised ground level. There are no additional floors proposed. The width of the accommodation blocks have also increased by c. 2m to allow for larger bedrooms.
  - Overall increase in floorspace of c.1,079 sq.m from c.11,156 sq.m permitted to c.12,235sq. m.
- (2) Minor alterations to the permitted civic plaza as a result of proposed raised ground level- this includes removal of permitted steps as conditioned by An Bord Pleanála under Condition 4 of ABP-300241-17.
- (3) Alterations to permitted Units A1 and A2, onto the civic plaza, as a result of the alterations to the accommodation blocks. These alterations result in an increase in retail area of Unit A1 from c.662 sq.m to c.747 sq.m, and a reduction in restaurant/café area of Unit A2 from c.511 sq.m to c.370 sq.m. Overall reduction in retail/restaurant/café space of c.110 sq.m in Blocks A and B.
- (4) Alterations to Block C, to the south of the plaza, and a subsequent reduction in Restaurant/Cafe Unit A4 of c.16 sq.m and permitted Office Floorspace of c.61 sq.m as a result of minor setback of the building at ground and first floor levels.
- (5) Alterations to the permitted amendments to the existing Shopping Centre to include:
- It is proposed to retain part of Unit 1 (previously permitted to be demolished) to facilitate the retention of the rooftop parking. This unit, when amalgamated with Unit 2 results in a minor increase of c.63sq.m.
  - Removal of the permitted new staircase from ground level to first floor level serving both the existing car park and the existing office tower. It is proposed to retain this space, Retail Unit 12, as it currently is with a floorspace of c.80sq. m.
- (6) The inclusion of a new sub-station in the permitted Block C (no resulting change in the building footprint or elevations).
- (7) The proposed development of PV panels at roof level of Block A with a total area of c.175 sq.m.



<p>(8) The proposed alterations also include for resulting alterations to permitted hard and soft landscaping, boundary treatments, signage, façade and all ancillary site and development works.</p> <p>(9) Overall increase in floorspace of 998 sq.m from c.22,574 sq.m permitted to c.23,572sq.m.</p>	
<p><b>Plan. Ref 2628/17</b></p>	
<p><b>Address: Phibsborough Shopping Centre and 345-349 North Circular Road, Dublin 7</b></p> <p>PERMISSION &amp; RETENTION PERMISSION: Planning permission and retention for development at a site of 0.969 ha. at Phibsborough Shopping Centre and 345-349 North Circular Road, Dublin 7. The site is bounded by North Circular Road to the South, Connaught St to the North, Dalymount Park to the West and Phibsborough Road to the East. The development consists of the part demolition of existing structures on the site and the construction of an extension to the existing Phibsborough Shopping Centre onto Phibsborough Road and North Circular Road ranging in height from 3 to 7 storeys to contain new retail/restaurant and office units, student accommodation, a new civic plaza and an upgrade of the existing Shopping Centre and commercial office tower facade with a total new build gross floor area of 15,775m2 (including basement). The proposed application does not include Units 7 and 13-15 &amp; 17 of the existing Shopping Centre.</p>	<p>Grant permission on the 2<sup>nd</sup> August 2018.</p>

**Table 3 – Planning history in respect of the area surrounding and within the Site**



**Figure 9 - Plans and Projects proximate to subject Site (Source: Google Maps, MHP Edit)**

The proposed demolition of the disused Connaught Street Stand at Dalymount Park was approved by the City Council on the 20<sup>th</sup> of August 2021 (**Plan. Ref 3038/21**). Demolition works are currently underway, and it is anticipated that the works will be completed prior to the formal submission of this planning application. After the demolition has taken place, the area is to be left clear of debris and finished to the same level of the existing car park. The demolition will be completed ahead of the development proposed as part of this application and as a result there is no likelihood of cumulative impacts.

Permission for the redevelopment of the Phibsborough shopping centre (**Plan. Ref 2628/17**) was sought in September 2017. The planning application intended to demolish part of the existing site and build an extension with retail units, office space, a civic plaza and 341 student accommodation beds. The granted planning permission has an expiration date of October 2023. Planning permission was then obtained from An Bord Pleanála to change the use from student accommodation to 297 BTR co-living spaces. Given this use is now prohibited since December 2020, an extension of duration cannot be sought, and it is understood that works have not commenced. As a result, it may be reasonably assumed that the development cannot be delivered prior to the expiration date. As a result, there is no likelihood of cumulative impacts.

The geographical distribution of the remaining development sites surrounding the application site reflects the rapidly changing nature of this accessible area. In summary, there are a total of 8 notable planning applications in the vicinity of the Site. All accompanying reports such as the traffic, LVIA, AA screening, Construction Environmental Management Plan (CEMP) etc. have taken into account the proposed in-combination effects. Notwithstanding this, it is reasonable to assume that all development consents would incorporate conditions requiring protection of the environment during the construction and operational phase. Overall, it is considered that the proposed development will have a significant permanent positive impact when considered in the context of existing and approved plans. Due to the accessible location and the planning objectives / zoning for the surrounding area, development is continually occurring. However, no major projects have been identified that would have the potential to result in significant negative cumulative impacts in combination with the proposed project.

## 7. Aspects of Environment Likely to be Affected.

This report has been prepared based on the information currently readily available to us. It is noted that this EIA Screening Report will be updated to reflect all final assessments, once received.

This section will address the information required under paragraph 2 of Schedule 7A, namely –

*A description of the aspects of the environment likely to be significantly affected by the proposed development.*

The main aspects of the environment that would potentially be impacted directly and/or indirectly by the proposed development are:

- population and human health;
- biodiversity;
- land & soil
- landscape & visual environment;
- material assets – traffic & transport;
- water
- air & climate
- cultural heritage (archaeology);

Any impacts arising from the proposed development would be localised and/or temporary in nature and with limited potential adverse impacts on the wider environment. Positive impacts on population and human health will occur through the provision of a new modern soccer stadium and community facilities constructed to Energy Efficient Building standards, which will attract significant footfall to the local economy.

### 7.1 Population & Human Health

Impacts on population and human health arising from the proposed development would be limited mainly to the construction phase. There may be a temporary increase in terms of noise, dust emissions and increased traffic on the surrounding road network. The duration would be short-term, and the activities may affect nearby residents in terms of noise, dust, and traffic.

The works would be undertaken in compliance with best practice construction management standards set out in a Construction Management Plan and CTMP that would include Traffic Management and a Dust Mitigation Plan.

It is not likely that national air quality standards will be adversely affected as a result of the short-term construction phase or the long-term operational phase given the sporting activity that will occur at the Site, thus ensuring that the potential for adverse impacts on human health is negligible.

The proposed development would generate significant benefits from enhancing the existing sporting facility and providing additional communal facilities in the form of a gym and multipurpose space.

### **7.1.1 Employment**

The construction phase will generate employment of construction workers which is likely to provide benefits for local businesses providing retail or other services to construction workers. During the operational stage, employment will be generated on-site for the day-to-day operation of the football stadium and community facility.

Positive impacts would occur as the construction phase would result in direct employment opportunities and will have a moderate positive impact on construction related employment in the short term. In addition to direct employment, the construction of the proposed development will require supplies and materials which will have an indirect positive impact on the supply chain in the short term.

The residual effect i.e. post application of mitigation measures would be slight to moderate and neutral.

### **7.1.2 Amenity in Surrounding Areas**

Once developed, the proposed development could affect the amenity (sunlight to gardens, daylight to homes) of existing surrounding residential land uses.

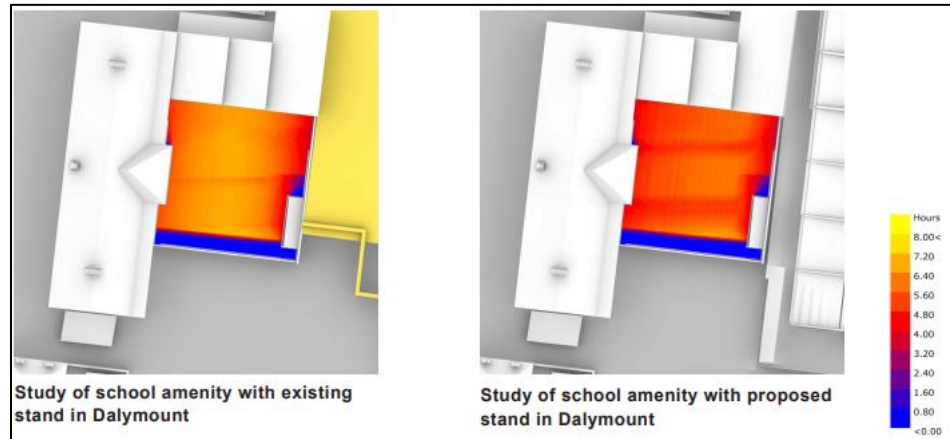
A Daylight and Sunlight Assessment was prepared by Digital Dimensions and form's part of this Part 8 planning application.

In excess of 400 windows were assessed in the dwellings proximate to the proposed development, on roads bounding the development such as St. Peters Road, Connaught Street and North Circular Road. The assessment advises that a small reduction in the level of available daylight and sunlight levels to some of the adjacent dwellings is anticipated. All the windows assessed retain a Vertical Sky Component (VSC) level in excess of 27% or the ratio is not reduced below 80% of the existing value if below 27%. This reduction is considered to be minor and meets the recommendations of the BRE guidelines.

A minor reduction in the availability of sunlight to some of the adjacent private amenity spaces is also expected. However, all of the private amenity spaces to the adjacent properties retain at least 2 hours sunlight over 50% of the amenity space on 21st March or the available levels will not be reduced below 80% of the existing value if below this. The assessment outlines that the areas assessed continue to meet or exceed the recommendations of the BRE guidelines BR209:2022 (third edition).

The report further assesses the sunlight into the nearby St. Peters School and all windows relevant to this study, which face within 90° of due south were assessed as per the BRE Guidelines. The proposed development has gone through numerous design iterations to minimise the reduction to the available sunlight at the school yard amenity and as a result the reduction in sunlight has been minimised. The availability of sunlight into amenity areas

of the school will be reduced to 81.5% of the existing level, as a result of the proposed development. The report acknowledges that this is in compliance with the BRE Guidelines as should the sunlight availability be less than 50% then the reduction should not be greater than 80% of the existing level. **Figure 10** below outlines a graphical illustration of the existing vs proposed scenario with regards to sunlight levels within St. Peters School.



**Figure 10 - Existing & Proposed Radiation map of amenity areas, showing available sunlight on 21st March (Source: Digital Dimensions)**

For further details, please refer to the Daylight & Sunlight Assessment of the Proposed New Stadium for Dalymount, Dublin 7, for further details.

### 7.1.3 Visual Amenity Impact

No designated views and prospects are identified within the study area of the Site, as outlined within the DCDP. During the construction phase, plant and machinery will be required on-site. Given the temporary nature of the construction phase and the moderate scale of the proposal which will remain generally consistent with the existing built form on the Site, the impact is considered to be neutral, not significant and temporary.

A comprehensive landscape plan is being prepared by CSR to accompany the application, which aims to create a sustainable and biodiverse setting which incorporates significant amenity grass areas.

The layout and design of the proposed development will be cognisant of the amenities of surrounding land uses. While the construction of the proposed development is likely to result in change to the visual environment from some nearby viewpoints, however, beyond 300m from the Site the landscape or suburban townscape character will not be significantly affected as a result of the proposed development as it will form part of the overall suburban edge of Phibsborough and will provide heights similar to, and in some cases less than that currently existing on the Site. Given the nature of the proposal, these changes are not considered significant and are consistent with emerging and envisioned trends for development in the area.

A **Landscape and Visual Assessment (LVIA)** prepared by CSR selected 10 representative viewpoints to assess visual impact and effects. **See Figure 12.**

The LVIA confirms that no adverse impacts are predicted in relation to landscape/townscape and visual amenity.

*“Given the nature of the proposal i.e., re-development of the existing stadium and enhancement of existing character of the stadium area and surrounds, the overall impacts would be ‘neutral-beneficial’ to the townscape character. The change would not be significant from a landscape or visual perspective”.*

Furthermore, the assessment outlines that the proposed development will positively contribute to the character of Phibsborough and will bring positive change to the area.

*“The proposed development is regarded as a complementary and beneficial change to the townscape and visual amenity of the area and in keeping with local policy. The proposed development complements and improves townscape view and character”.*



Figure 11 - Location of Viewpoints (Source: CSR)

#### 7.1.4 Noise

It should be noted that a Noise Impact Assessment forms part of this formal Part 8 planning application. It is anticipated that no significant noise impacts will occur during the construction and operational phases of the development.

The retention of suitable amenity to the surrounding residential and commercial developments will be at the forefront of this project, however it should be acknowledged that an increase in stadia capacity is likely to generate additional noise within the receiving environment on event day. Prior to commencement of construction, the chosen contractor will prepare an accompanying CEMP providing details in regard to noise mitigation methods.

Noise from the construction phase of the development will be kept to a minimum in accordance with:

- BS 5228: Code of Practice for Noise and Vibration Control on Construction and Open Sites, Part 1 and Part 2.
- Guidelines for the Treatment of Noise and Vibration in National Road Schemes (NRA, 2014).
- Safety, Health and Welfare at Work (General Application) Regulations 2007, Part 5 - Noise and Vibration.

The proposed development shall comply with these documents during all phases of construction. Construction work will generally be performed within the hours indicated in the relevant planning permission and any works outside this time frame shall be agreed with Dublin City Council in advance.

Liaison with relevant parties regarding the works will continue throughout the project. Information will be shared and where feasible co-operation will be sought. Letter drops will be circulated to keep neighbours informed of works, complaints procedure/points of contact, etc. Monitoring of conditions and nuisance issues on Site will be an ongoing process.

#### **7.1.5 Dust**

The duration of any effect in terms of dust from both the demolition and construction phase would be temporary. The greatest dust generating activities would be associated with the demolition stage.

Site staff will be fully aware of dust minimisation measures for the Site. Liaison with relevant parties regarding the works will continue throughout the project. Water misting will be carried out throughout dusty activities such as demolition and loading of skips. Preventative measures around dust will be maintained throughout all works.

Details in relation to reduction of dust and mitigation measures will be outlined within the Construction Management Plan. The CEMP will be prepared by the chosen contractor, and they will be responsible in setting out suitable mitigation measures that will be enforced to lessen the impact of dust. The contractor will be responsible for keeping all public roads clean and free from dust. Such mitigation measures include implementation of a wheel wash, installed at entry and exits to the site to prevent any dust being carried to the public road.

## 7.2 Biodiversity

Please see the accompanying Appropriate Assessment which has ruled out likely impacts on European Designated Sites.

One single early-mature sycamore tree is existing on the Site which is in fair condition and likely to have half seeded is proposed to be removed. The sycamore tree however will be replaced with additional trees around the Site, most likely located along the western entrance from St Peter's Road. Given an increase in tree cover will result, this will be a positive effect for biodiversity.

## 7.3 Land & Soil

There will be no change in land use given the redevelopment will provide the same nature of development. The proposed development will potentially permanently positively impact the sustainable use of these existing urban lands. Development of the Site will require the excavation of topsoil and subsoil. It is anticipated that 200 tonnes of soil will be excavated to facilitate the proposed redevelopment. Excess excavated soil that is not required for use as a fill on site will be recovered off site and any nearby sites requiring fill will be contacted to explore reuse opportunities.

## 7.4 Landscape & Visual Environment

Any visibility of construction related plant and works is normal in a built environment which is continuously subject to change. It is reasonable to conclude that the short-term construction phase would not be likely to be significantly affected by the proposed development. No adverse impacts are predicted in relation to landscape/townscape and visual amenity.

Given the nature of the proposal i.e., redevelopment of the existing stadium and enhancement of existing character of the stadium area and surrounds, the overall impacts would be 'neutral-beneficial' to the townscape character. The change would not be significant from a landscape or visual perspective.

The proposed development does differ from the existing development, however, is not a major change to what is existing and would be a valuable improvement to the stadium and improves outlook of the area.

## 7.5 Material Assets – Traffic & Transport

A **Traffic and Transport Assessment** (GHD) has been prepared in respect of the proposed development to evaluate the accessibility of the Site and ensure that the proposed development mitigates any adverse impact on the operation of the surrounding transport network.

Pedestrian surveys were undertaken at the Bohemian FC vs Shamrock Rovers match on the 12<sup>th</sup> of November 2021 to establish the existing demand on each route to and from the stadium in the immediate vicinity.

The pre-event peak flow was 286 people per 5-minute period and occurred 30 minutes prior to kick-off. The post-event peak flow was 1,310 people per 5-minute period and occurred around 10 minutes after the final whistle. The



peak net total spectators (entries minus exits) recorded over the survey period was 2,828 spectators, which occurred 45 minutes after kick-off, i.e. around the beginning of the half-time break.

The results suggest that the spectators interviewed were predominantly male and that just over half of spectators interviewed were aged between 20 and 39 years. 80% of spectators interviewed arrived at the stadium from Dublin Northside, with 18% arriving from Dublin Southside. 39-40% of spectators travel by public transport (rail or bus), with the majority (27%) travelling by bus. The Luas is the most popular of the rail services with 9% travelling by that mode. 31% of spectators arrived by car, either as a driver or a passenger. Almost one quarter of spectators walk all the way on their journey to/from the stadium.

Traffic count surveys were undertaken to identify the difference between event day and non-event day traffic flows on key routes and therefore determine the impact of event day traffic on the local road network. The report highlights that few roads displayed a clear pre-event period increase in traffic on event days compared to non-event days, with the North Circular Road showing an overall decrease in traffic on event days.

However, in the post-event period, there were distinct periods where traffic flows were greater on event days. Each road experienced an increase in traffic on the Bohemian FC event day compared to the non-event day. The largest percentage increase was on Connaught Street (39%) and the lowest on North Circular Road, east of the junction with Phibsborough Street (6%).

On and off-street parking surveys were undertaken to establish the number of vehicles parked in the vicinity of the stadium on an event day compared to a non-event day. Both surveys consisted of a single count undertaken at around 20:00. The survey recorded the number of vehicles parked and the number of spare parking spaces by restriction type. The survey results show that on non-event days there was spare parking capacity on and off street in the surrounding area.

The local road network will experience increased traffic during both the construction and operational phases. It is expected that construction traffic to and from the Site shall reach a peak during preliminary earthworks however this will be short term.

Deliveries will be scheduled outside of peak traffic hours, to avoid disturbance to pedestrian and vehicular traffic in the vicinity of the Site.

Whilst additional traffic during the operational stage is anticipated, the scheme would contribute to the critical mass required to ensure high quality public transport modes and the effect is thus moderate positive with a permanent duration.

## 7.6 Water

The proposed development will incorporate a comprehensive drainage strategy and full details will be contained within the Drainage Report submitted under separate cover.

The proposal includes 3 rainwater harvest tanks which will provide irrigation to the pitch, which requires 45m<sup>3</sup> of water daily, as well as potable water to serve the dedicated WC facilities.

Three attenuation tanks are proposed along the northeast (551m<sup>3</sup>), northwest (219m<sup>3</sup>) and south-eastern (237m<sup>3</sup>) site boundaries, to store excess rainwater with the dedicated discharge points being located on Connaught Street, St Peter's Road and North Circular Road. The accompanying confirmation of feasibility determines the existing infrastructure is adequate to cater for the proposal.

There will be an increased loading on Ringsend WWTP, however, this is considered imperceptible in the context of Ringsend's design capacity.

As outlined previously, no watercourses will be affected by the proposed works. There are no watercourses onsite that form a direct hydrological connection to the Royal Canal. The potential for harmful substances such as silt becoming entrained in surface water run-off has been screened out as a result of no direct pathways to the forementioned watercourse.

The proposed development site is located in Flood Zone C and accordingly, development as proposed is acceptable. The proposed development's possible effect on the hydrological environment is determined to be neutral and imperceptible during both the construction and operational phases.

The proposed development's possible effect on the hydrological and hydrogeological environment is determined to be neutral and imperceptible during both the construction and operational phases.

## 7.7 Air & Climate

The construction phase of the development has the potential to generate short term fugitive dust emissions during ground preparation and enabling works and from general site construction activities.

Significant provision has been made for limiting the amount of car parking available which provides for only 10 spaces which are not available for use on event days.

The construction and operational phases will increase traffic movements with resultant climate change impacts.

The operational phase of the development will see the operation of modern, well insulated commercial spaces, ancillary stadium uses and community facilities in which energy efficiency shall be achieved by implementing sustainable features into the building design.

The potential impact of climate change (20%) will be accounted for in the design of the surface water drainage network and storage system, the effect would thus be imperceptible.

The approach to energy design results in the need for fossil fuel derived energy being significantly reduced together with the associated climate and air quality impacts. The air tightness will be kept as 3 m<sup>3</sup>/h,m<sup>2</sup> at 50 Pa as recommended by Ireland Technical Guidance Document L compliance. As a

general strategy and due to the nature of the development, this will apply only to the main building areas.

Regarding active solutions, the HVAC system has been thoughtfully designed to cater to the primary occupied areas, providing a comprehensive range of heating, cooling, and mechanical ventilation (MV) solutions.

Fresh air ventilation for regularly occupied rooms will be covered by Heat Recovery Units with high efficiency and a VRF System (heat pump technology) will provide the required heating and cooling for those areas. Hot water demand will be supplied by means of heat pumps (air to water). The effect would be moderate positive and permanent.

## 7.8 Cultural Heritage - Archaeology

The Site is not identified in an area of high archaeological potential and contains no Recorded Monuments or Protected Structures.

Adjacent to the Site's southwest corner is St Peter's National School (RPS 7750 and NIAH Reg No. 50060228). The school is described in the NIAH file as Saint Peter's National School, which was founded in the late nineteenth century, replacing an earlier school building which formed part of Saint Peter's Presbytery on nearby Cabra Road.

The Phibsborough Library is also recorded as a Protected Structure, listed on the Development Plan 2022-2028 under RPS Reg. No. 8884. The building dates back to 1934 and has been designed and used as a public library ever since. It is registered on the National Inventory of Architectural Heritage (Reg. No. 50060231) as regional rating under Architectural, Historical and Social categories of special interest.

An Archaeological Impact Assessment was undertaken in relation to the Site. Given the existing infrastructure located on the Site, the site's archaeological potential is considered low. Archaeological monitoring during the stripping of topsoil and groundworks is recommended prior to, and during, construction. Given the current status of the Site, it is considered that the effect of the proposed redevelopment would be imperceptible.

## 7.9 Interactions

There are a number of potential interactions between environmental factors that arise, notably between population and human health and air and climate and noise and traffic. Subject to best practice mitigation measures during the construction phase significant interactions are not considered likely or such as would give rise to likely significant additional environmental impacts.

## 7.10 Transfrontier

Having regard to the nature and scale of the proposed development, there is no likelihood of transfrontier impacts arising from either the construction or operational phases.

## 8. Characteristics of Potential Impacts

This section of the report focuses on the characterisation of the effects that are likely to occur during both the construction and operational stages following mitigation, having regard to paragraph 3 of Schedule 7 (and to the requirement under paragraph 4 of Schedule 7A to take into account the criteria under Schedule 7, where relevant).

The potential for impacts arising during the construction and operational phases prior to mitigation has already been considered in the report above. The characteristics of the likely effects arising from the proposed development are rated using the descriptive terminology presented in the EPA (2022) Guidelines on the Information to be contained in Environmental Impact Assessment Reports.

We note the criteria of paragraph 3 of Schedule 7, Characteristics of Potential Impacts;

The potential significant effects of proposed development in relation to criteria set out under paragraphs 1 and 2 above, and having regard in particular to:

- the extent of the impact (geographical area and size of the affected population),
  - ✓ the transfrontier nature of the impact,
  - ✓ the magnitude and complexity of the impact,
  - ✓ the probability of the impact,
  - ✓ the duration, frequency and reversibility of the impact.

These criteria are dealt with in the report above and the Table below summarises the **predicted post-mitigation effects**.

The information presented in the Table below demonstrates that post-mitigation there is no significant negative effect predicted to result from the redevelopment of the lands at Dalymount Park.

Aspect	Likely Impact of Proposed Development	Probability	Extent	Significance	Quality	Duration
Population & Human Health	Construction Noise, Fugitive Dust, Construction Traffic	Likely	Local	Moderate	Negative	Short-term
	Construction Employment	Likely	Eastern Region	Slight	Positive	Short-term
	Community Facilities	Likely	Local	Significant	Positive	Permanent
	3 <sup>rd</sup> Party Amenities (Daylight, Sunlight, Overshadowing, Privacy)	Likely	Local	Imperceptible	Neutral	Permanent
	Visual Impact	Likely	Local	Imperceptible	Neutral-Positive	Permanent
Landscape	Loss of open character of stadium	Unlikely	Site	Imperceptible	Neutral	Permanent
	Enhancement of site	Likely	Site	Moderate	Positive	Permanent
	Loss of tree cover (note replacement trees to be planted)	Likely	Site	Slight	Positive	Permanent

<b>Visual<sup>1</sup></b>	Emergence of plant & machinery associated with the construction phase	Likely	Local	Moderate	Negative	Short-term
<b>Visual<sup>2</sup></b>	Visual Effects within 250m	Likely	Local	Slight	Positive	Permanent
<b>Biodiversity</b>	Disturbance due to construction activity	Likely	Local	Imperceptible	Neutral	Short-term
	Loss of foraging habitat	Likely	Site	Imperceptible	Neutral	Short-term
	Increased canopy cover, foraging and biodiversity from proposed landscape plan	Likely	Site	Slight	Positive	Permanent
	Bats	Likely	Site	Slight	Neutral	Permanent
<b>Land</b>	Redevelopment of land	Likely	Site	Moderate	Positive	Permanent
<b>Soil</b>	Loss of topsoil & subsoils to facilitate development	Likely	Site	Moderate	Neutral	Permanent
	Contamination due to accidental spillage	Unlikely	Site	Imperceptible	Neutral	Short-term

<sup>1</sup> See LVIA for detailed assessment of viewpoints.

<sup>2</sup>See LVIA for detailed assessment of viewpoints and cumulative landscape and visual effects.

<b>Water</b>	Increased surface water run off due to alteration of surface profile & compaction	Likely	Site	Not Significant	Neutral	Permanent
	Risk of flooding during the operational stage	Unlikely	Site	Significant	Positive	Permanent
<b>Air Quality &amp; Climate</b>	Exhaust emissions from construction vehicles.	Likely	Local	Moderate	Negative	Short-term
	Dust emissions associated with site earthworks, wind blow from temporary stockpiles.	Likely	Local	Not Significant	Neutral	Short-term
	Improved air quality associated with energy efficient design measures, modal shift & reduction in car parking.	Likely	Local	Moderate	Positive	Permanent
<b>Cultural Heritage</b>	Damage to unrecorded, subsurface archaeological features that may exist within the study area	Unlikely	Site	Imperceptible	Neutral	Permanent
<b>Traffic</b>	Traffic congestion and/or public safety hazard	Unlikely	Local	Not Significant	Neutral	Short-term

	Construction traffic resulting in harm to human health from emissions.	Unlikely	Local	Imperceptible	Neutral	Short-term
	Operational traffic resulting in harm to human health from emissions.	Unlikely	Local	Imperceptible	Neutral	Permanent

**Table 4: Description of Effects - Post Mitigation**

The proposed development will be a recognisable visual change in the neighbourhood, but the overall area and its existing urban townscape can accommodate this development as it will integrate into the existing and emerging built environment of the area. Further to this summary table, key conclusions in the supporting reports are also relevant.



## 9. Conclusion

The proposed development is a sub threshold project for the purpose of the EIA Directive. The scheme has been reviewed against prescribed criteria for determining whether or not a sub-threshold development is required to be subject to EIA. A global consideration against all of the criteria, taking account of measures to avoid or prevent what might otherwise have been significant adverse effects on the environment, finds that the environmental effects of the proposed development will be short-term and are not likely to be significant within the meaning of the Directive.

It is therefore concluded that there is **no real likelihood of significant effects** on the environment arising from the proposed scheme and accordingly the proposed development does not need to be subject to Environmental Impact Assessment and no Environmental Impact Assessment Report is required.

This conclusion is based on an objective review of the proposed development, including its characteristics, location, and the likelihood of it causing significant environmental impacts. The screening has followed the relevant legislation and has had regard to the relevant guidance.

Mitigation measures for the proposed development during the construction and operational phases are set out in the suite of reports that accompany this application. The mitigation measures have been taken into account in the context of this EIA Screening Report.

